

**BY ORDER OF THE COMMANDER
TRAVIS AIR FORCE BASE**

**TRAVIS AIR FORCE BASE
INSTRUCTION 91-106**

2 MAY 2013

Safety



***C-5/C-17 DEFENSIVE SYSTEM (DS) FLARE
HANDLING UPLOADING AND
DOWNLOADING PROCEDURES: LARGE
AIRCRAFT INFRARED
COUNTERMEASURES (LAIRCM):
MODIFIED AND NON-MODIFIED
AIRCRAFT***

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

ACCESSIBILITY: Publications and forms are available on the e-Publishing website at www.e-publishing.af.mil for downloading or ordering

RELEASABILITY: There are no releasability restrictions on this publication

OPR: 60 MXG/WTQM

Certified by: 60 MXG/CC
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Pages: 15

Supersedes: TRAVISAFBI91-106,
16 December 2008

This instruction implements Air Force Policy Directive (AFPD) 91-2, *Safety Programs*, AFOSH Std 48-139, *Laser Radiation Protections Program*, ANSI Z36.1-2000, *Safety Use of Lasers*. It establishes specific guidance for C-17 aircraft (IRCM and Non-IRCM) and Defensive System and Rhino 92 modified C-5 aircraft. This instruction is applicable to wing agencies with operations involving C-5 and C-17 aircraft modified with the AN/ALE-47 Countermeasure Dispensing System (CMDS) or associated munitions on Travis AFB.

Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF Form 847, *Recommendation for Change of Publication*; route AF Form 847s from the field through Major Command (MAJCOM) publications/forms managers. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of in accordance with Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS) located at <https://www.my.af.mil/gcss-af61a/afirms/afirms/>. The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force.

SUMMARY OF CHANGES

This document has been revised and must be completely reviewed. Major changes include: C-17 and C-5 munitions operations have been added to this publication.

1. General.

1.1. The procedures outlined below in conjunction with any specific squadron operating instructions must be followed to ensure CMDS munitions and munitions loaded C-5 and C-17 aircraft are handled safely and expeditiously. The CMDS uses Hazard Class 1 Division 3 munitions which require special handling and coordination by all organizations involved. The LAIRCM laser has output parameters which classify it as a Class 4 laser according to ANSI Z136.1-2000 *American National Standard for Safe Use of Lasers* and IEC 60825-1 Edition 1.2 2001-08. Any recommended changes or additions to this instruction must be coordinated through the following agencies of responsibility prior to the OPR: 60/349 Air Mobility Wing (AMW) Safety Office, 60 AMW Command Post, 60/349 Communications Squadron (CS), 60/349 Maintenance Group (MXG), 60/349 Aircraft Maintenance Squadron (AMXS), 860/945 AMXS, 60/349 Maintenance Squadron (MXS) Munitions Flight, 60/349 Operations Group (OG), 60/349 Operational Support Squadron (OSS), 60/349 Mission Support Group (MSG), 60/349 Civil Engineering Squadron (CES) Explosive Ordnance Disposal (EOD) and Fire Protection Flights.

2. Training Requirements.

2.1. 60 MXG Weapons Task Qualification Manager (WTQM) has responsibility for managing flare load training. 60/349 and 860/945 AMXS Electronic Countermeasures Flights Weapons Task Qualification Crew (WTQC) members have the responsibility for providing initial and recurring flare load training and certification to flare load personnel. The flare training will be coordinated with 60 AMW Wing Weapons Safety and augmented by 60 MOS Military Training Flight as necessary. Re-certification of qualified personnel includes annual classroom instruction and practical demonstration. 60/349 and 860/945 AMXS Electronic Countermeasures Flights will maintain a database of qualified loaders. 60/349 and 860/945 AMXS will maintain a listing of qualified loaders tracked in the G081 computer system. 60/349 and 860/945 AMXS training sections will update G081 with the completed AF Form 2426s, *Training Request and Completion Notification*. EOD and Air Mobility Operations Group (AMOG) will maintain documentation of training completion for their respective personnel.

2.2. 60 MOS/MTF will coordinate with Plans and Scheduling to coordinate training aircraft, when required, and place on daily schedule.

3. Parking Restrictions.

3.1. Flare loaded aircraft will be downloaded prior to entering maintenance hangars.

3.2. Load teams will not perform flare loading/downloading operations (physically handling flares) while aircraft parked one spot adjacent (left or right) while engines are running, Liquid Oxygen (LOX) is being serviced, or while fuel/defuel actions are being accomplished. Engine runs, LOX servicing and fuel operations are allowable on adjacent spots during flare load preparation and stray voltage checks. (**NOTE:** LOX Carts or fuel bowsers will not be located near aircraft during loading or unloading operations.)

3.3. Flare loading and unloading operations will not be accomplished, nor will flare loaded aircraft be parked, at any time, in maintenance hangars or on spots 301, 302, 522, and 710-719.

3.4. C-5 Specific Parking Restrictions.

3.4.1. Defensive System flares loaded in the visor of a C-5 become forward firing ordnance when the visor is open. See [Attachment 2](#). Note: Vehicles shall not block any taxiway/taxi lane or violate wingtip clearance requirements.

3.4.2.1. No personnel/equipment will stand, stop or park within approximately 125 feet directly in front of a flare loaded C-5 with the visor open unless associated with cargo loading/unloading operations.

3.4.2.2. Fire/chemical symbol placards positioned at the front of the aircraft must be relocated to 100 feet in front of the nose when the visor is open. **Note:** Placards shall not be placed in locations that will present a hazard to other aircraft.

4. Fire Protection.

4.1. Posting fire/chemical symbols.

4.1.1. Two placards will be posted at each flare loaded aircraft. Placards will consist of the fire symbol three (3), the chemical symbol for “No Water,” and the chemical symbol for “Wear Breathing Apparatus.”

4.1.1.1. Fire/chemical symbol placards will be located at the nose and tail of the aircraft. With visor open on a C-5, fire/chemical symbol placards positioned at the front of the aircraft must be relocated to 100 feet in front of the nose unless it is a hazard to taxi operations or cargo loading/unloading operations preclude it. **Note:** Placards shall not be placed in locations that will present a hazard to other aircraft.

4.1.1.2. Placards (nose and tail) will be posted upon delivery of flares and remain posted until departure of aircraft or flare pickup by 60/349 MXS/MXMW.

4.1.2. 60 Maintenance Operation Center (MOC) will notify the Fire Protection Flight when each aircraft is loaded or unloaded. Give MDS, aircraft tail number, and parking location.

5. Aircraft Emergency with Flares Onboard.

5.1. The minimum withdrawal distance for personnel and equipment if flares are involved or suspected to be involved in fire is 600 feet upwind from fumes.

5.1.1. Once an aircraft emergency is declared, the Control Tower will activate the primary crash net. Normal emergency response procedures will be followed.

5.2. MOC will run Quick Reaction Checklist (QRC), notify MXG Safety, MOC 1, the 60/349 MXS Production Supervisor, as well as 860/945 AMXS Production Supervisor (if the emergency is on a C-17) or the 60/349 AMXS Production Supervisor (if the emergency is on a C-5) of the presence of flares and the number remaining (if known).

5.3. If the emergency is terminated by the aircrew or the on-scene fire chief and there is no damage to the flare system or any possibility of interaction with the flare system the aircraft may continue to parking. If there is damage to the flare system or possibility of adverse

effects to the flare system the aircraft will be parked in a designated "Hot Gun" area identified in TAFBI 13-101, *Aerodrome Procedures and Air Traffic Control*. Damaged or hung flares will be saved and downloaded by appropriate EOD and flare download personnel prior to parking on the main ramp.

5.4. For fires involving pyrotechnics and magnesium incendiary munitions (Defensive System Flares), do not use Halon, carbon dioxide or water type fire extinguishers on or near the munitions.

6. Flare Load Coordination.

6.1. Tanker Airlift Control Center (TACC) will notify 60/349 OSS/OSO of Defensive Systems' tasking for Travis AFB worldwide missions.

6.2. 60/349 OSS/OSO will notify 60/349 MOS/MXOOS of Defensive Systems' tasking and configuration requirements for worldwide/training missions at Travis AFB.

6.3. 60/349 MOS/MXOOS will select aircraft tail number, coordinate aircraft availability and establish requirements in daily/weekly flying schedules.

6.4. 60/349 MXS/MXMW will assemble flares, load assembled flares into modules designated for mission or training employment, and deliver loaded modules to the flight line for installation on the aircraft.

6.5. 60/349 AMXS (C-5 tasking) or 860/945 AMXS (C-17 tasking) will ensure authorized personnel are at the aircraft to validate proper modules for assigned tasking and to load flares.

6.6. 60/349 MXS Production Supervisor will review/confirm ADS tasking order against the flying schedule before tasking the Munitions Flight for delivery/pickup.

6.7. 60/349 MXS/MXMW will ensure an aircraft maintainer or expeditor is present before flares are delivered to the aircraft.

6.8. 60/349 AMXS (C-5 tasking) or 860/945 AMXS (C-17 tasking) Electronic Warfare Flights are responsible for CMDS maintenance, maintenance of flare dispensers, and flare load standardization training and certification.

7. Flare Load Process.

7.1. 60/349 MOS/MXOOS will advise the MOC to accomplish the following actions:

7.1.1. Advise 60/349 MXS Production Supervisor, Fire Protection Flight, Airfield Management, and the applicable 60/349 AMXS Production Supervisor (for C-5 tasking) or 860/945 AMXS Production Supervisor (for C-17 tasking) of the aircraft tail number, location, and the required flare load.

7.2. 60/349 AMXS (C-5 tasking) or 860/945 AMXS (C-17 tasking) will configure aircraft for flare loading requirements.

7.2.1. 60/349 AMXS (C-5 tasking) or 860/945 AMXS (C-17 tasking) will ensure the following support equipment is available and in place:

7.2.2. One B-1 or B-4 stand (C-5 only).

7.2.3. One man lift or B-2 stand (minimum – C-5 only).

7.2.4. NF-2 light cart (if necessary).

7.2.5. Two fire/chemical symbol placards.

7.2.6. One hand held radio (minimum).

7.2.7. 150lb Halon fire extinguisher.

7.2.8. Flare team supervisor or four cones marked with flare upload/download in progress (Placed at nose, left and right wings and tail out 50 feet). The flare team supervisor will be qualified on the upload and download process.

7.3. The applicable 60/349 AMXS or 860/945 AMXS flare load team will perform load operations.

7.4. While an upload or download is in progress, no visitors (non-essential personnel) except the load team, wing safety, WTQM/WTQC members or Quality Assurance Members evaluating the upload or download operation will be within the Primary Explosive Safety Zone (PESZ). All members must be present for the initial brief to be in the PESZ with exception for the WTQM/WTQC. Four each cones will be used to cordon off aircraft 50 feet during uploads/downloads or the flare team supervisor.

7.5. If flares are present at aircraft spot, flare signs WILL be posted at the nose and tail of aircraft.

8. Flare Load Procedures.

8.1. MOC will contact Fire Protection flight, EOD, 60/349 AMW Safety, Airfield Management, 60/349 MXG Safety, 60/349 MXS Production Supervisor and the applicable 60/349 AMXS or 860/945 AMXS Production Supervisor in the event of a munitions mishap involving the CMDS. All nonessential personnel will be evacuated a minimum of 600 feet from the site.

8.2. The applicable 60/349 AMXS or 860/945 AMXS Production Supervisor will notify MOC and request flare delivery.

8.3. Prior to departure from work center for flare delivery, 60/349 MXS/MXMW will notify the 60/349 MXS Production Supervisor to advise the flight line that flares are being delivered. 60/349 MXS/MXMW will deliver flares to designated aircraft parking location to authorized personnel as outlined in [paragraph 6.5](#) 60/349 MXS/MXMW personnel will stand-by at the Munitions Storage Area (MSA) until released by the 60/349 MXS Production Supervisor.

8.4.1. Upon delivery, 60/349 MXS/MXMW will notify 60/349 MXS Production Supervisor to report to MOC and Airfield Management that flares have been delivered. MOC will in turn notify the Fire Protection Flight.

8.4.2. Physical movement of flares, to/from the flight line or between parking spots, on the flight line due to aircraft tail swaps will only be accomplished by 60/349 MXS/MXMW.

8.5. The applicable 60/349 AMXS or 860/945 AMXS Flare Load Team will perform the flare load operation. Flare load teams will notify MOC when upload is started. MOC will notify the Fire Protection Flight of the location of the flare loading. The applicable 60/349

AMXS or 860/945 AMXS Production Supervisor will notify the 60/349 MXS Production Supervisor whenever there is an aircraft tail swap so that the information can be relayed to 60/349 MXS/MXMW for records accountability.

8.5.1. To comply with TAFBI 21-106, *Foreign Object Damage/Dropped Object Prevention Program*, account for flare panels and to provide a means for maintenance accountability during flare uploading procedures, the following forms documentation will be entered in aircraft AFTO Form 781A's by the flare load team:

8.5.1.1. Flare panel documentation will be entered as an "Info Note" as follows:

8.5.1.1.1. For C-17 uploads: Info **Note** – 4 EA FLARE PANELS REMOVED FOR FLARE UPLOAD – (LT FWD, RT FWD, LT AFT, RT AFT); Stowed at FS 1360 L/R. As long as all flare panel locations are annotated, different abbreviation variations are allowed (i.e.; RW IB for RH WING INBOARD).

8.5.1.1.2. For C-5 upload: Info Note – 6 EA FLARE PANELS REMOVED FOR FLARE UPLOAD – (LH VISOR, RH VISOR, RH WING OTBD, RT WING INBD, LT WING OTBD, LT WING INBD); Stowed in courier compartment. As long as all flare panel locations are annotated, different abbreviation variations are allowed (i.e. RW IB for RH WING INBOARD).

8.5.1.1.3. For C-5/C-17 upload: A Red X, with WUC 01000, will be entered in forms, separate from panel info notes, and will read – AIRCRAFT REQUIRES FLARE UPLOAD.

8.5.2. The 60/349 AMXS flare load team will verify munitions inventory IAW T.O. 1C-5A-33-1-2CL-2, *Checklist- Non-nuclear Munitions Loading Procedures*, AN/ALE-47 (V) *Countermeasures Dispenser System*.

8.5.3. The 860/945 AMXS flare load team will verify munitions IAW T.O. 1C-17A-33-1-2-1CL-1, *Checklist-Non-nuclear Munitions Loading Procedures*, AN/ALE-47 (V) *Countermeasures Dispenser System*.

8.5.4. The flare load team will add an "INFO NOTE" in the aircraft AFTO Form 781A stating the Mobility Standard Countermeasures Load (MSCL) (i.e., 7107), the number and type of flares loaded (i.e., 60 MJU-7 flares loaded), the number and type of flares polled (i.e., 59 MJU-7 flares polled), mispolled and dropout information (per applicable flare load checklist).

8.5.4.1. When training munitions are loaded for training missions, "TRAINING MUNITIONS" will also be entered as part of the info note.

8.5.4.2. Each flare type inventory will be no less than 90% of actual number of flare type loaded See [Table 1](#) for expanded MSCL payload minimum counts.

8.5.4.3. C-5: Each flare type inventory (i.e.; MJU-62, MJU-53) will be no less than 90% of the actual number of flare type per station (i.e.; if aircraft is loaded with a combination of MJU-62 (40 flares loaded) and MJU-53 (140 flares loaded) type munitions, then the inventory must be 36 (90%) in the O2 position (MJU-62) (provided that no more than 1 MJU-62 has mispolled per torque box station) and 126 (90%) in the FL position (MJU-53) (provided that no more than two (2) MJU-53's have mispolled from each torque box station and no more than three (3) have

mispollled from each visor station). See **Table 1** for expanded MSCL payload minimum counts.

8.5.5.1. The 90% rule will not apply when training munitions are loaded. The required inventory percentage will be determined by training mission requirements on a case by case basis.

Table 1. Expanded MSCL Payload - Minimum Counts

PAYLOAD TYPE (AIRCRAFT) - FLARE COUNTS	CDU INVENTORY DISPLAY			
	O1 MJU-51	O2 MJU-52, 62	CH MJU-50, 7	FL MJU-53, 10, 53
503 (C-5) – Full Load		40		140
503 (C-5) – Minimum Count (90% per station, per munitions type)		36*(see note 1)		126*(see note 1)
7107 (C-17) - Full Load			60	48
7107 (C-17) - Minimum Count (90%)			54	43
7207 (C-17) - Full Load	40	40	60	40
7207 (C-17) - Minimum Count (90%)	36	36	54	36
7250 (C-17) - Full Load	40	40	120	40
7250 (C-17) - Minimum Count (90%)	36	36	108	36
<p>*Note 1: If MSCL 503 (C-5) is loaded, mispolls shall not exceed 10% per station, per munitions type. Mispolls exceeding more than one (1) MJU-62 type flare per torque box station, necessitates flare replacement. Mispolls exceeding more than three (3) MJU-53 type flares per visor station and more than two (2) per torque box station necessitates flare replacement.</p>				

8.5.6. If any error message is displayed on the CMDS CDU during the flare load process, terminate the load procedure and contact 60/349 AMXS (C-5) or 860/945 AMXS (C-17), Electronic Warfare, to verify proper system operation. After proper system operation is assured, complete the load operation.

8.5.7. Flares will not be downloaded from one aircraft and uploaded on another aircraft. Only flares that have been certified by 60/349 MXS/MXMW will be utilized for new ADS tasking order requirements.

8.6. Upon completion of the upload, normal maintenance may continue on the aircraft providing that the CMDS is safe (power removed from CMDS, and master safety pin is installed). Refer to T.O.11A-1-33, *Handling and Maintenance of Explosives-Loaded Aircraft*.

9. Flare Download Procedures.

9.1. The applicable 60/349 AMXS or 860/945 AMXS Flare Load Team will perform the flare load operation. Flare load teams will notify MOC or their respective flight line

expediter when download is started. MOC will notify the Fire Protection Flight of the location of the flare downloading.

9.2. In the event of a hung flare or explosive incident/accident involving flares, MOC must immediately notify the Fire Protection Flight, EOD (through command post), 60/349 AMW Safety, Airfield Management, 60/349 MXG Safety, the 60/349 MXS Production Supervisor and the applicable 60/349 AMXS Production Supervisor or 860/945 AMXS Production Supervisor.

9.3. If the flare inventory does not match requirements as described in [paragraph 8.6.4.2 \(C-17 and 8.6.4.3 \(C-5\)\)](#), due to any combination of factors, and there is not an imminent mission scheduled, the aircraft must be downloaded and the flares turned over to 60/349 MXS/MXMW for replacement.

9.4. All aircraft containing flares sets with expenditures and all aircraft earmarked for aircraft maintenance hangars and spots 301, 302, 522, 710-719 will have flares downloaded and turned over to 60/349 MXS/MXMW.

9.5. To comply with TAFBI 21-106, *Foreign Object Damage/Dropped Object Prevention Program*, account for flare panels and to provide a means for maintenance accountability during flare downloading procedures, the following forms documentation will be entered in aircraft AFTO 781As:

9.5.1. For C-5/C-17 Download: A Red X, using WUC 01000, will be entered in forms, separate from the info notes, and will read – AIRCRAFT REQUIRES FLARE DOWNLOAD.

9.5.2. Line through “INFO NOTE”, as required, for previous entered documentation for flare panel removal once panels have been installed on aircraft.

9.5.3. Line through/update “INFO NOTE” previously entered for documenting flare upload.

9.6. It is acceptable to temporarily download flares to perform short maintenance actions (not to exceed 4 hours) at the same location, and then immediately re-upload flares following maintenance (**note:** All applicable flare loading steps outlined in task specific flare load checklist will be accomplished prior to re-uploading flares). Flares will be placed in the flare storage container during the short maintenance actions. If, for any reason, the maintenance cannot be completed within the **4 hours**, then flares will be turned over to 60/349 MXS/MXMW.

9.7. Flare load teams or their respective flight line expediter will notify MOC when download is complete.

9.8. MOC will notify the Fire Protection Flight and Airfield Management that flares have been removed from the affected aircraft.

9.9. 60/349 MXS/MXMW personnel will notify 60/349 MXS Production Supervisor to notify MOC and advise them that flares have been pick-up and the removal of explosive hazard, MOC in turn will notify the Fire Protection Flight.

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Commander, 60 Air Mobility Wing

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFPD 91-2, *Safety Programs*, 24 July 2012

AFI 21-101, *Aerospace Equipment Maintenance Management*, 26 July 2010

AFI 21-101 AMCSUP I, *Aerospace Equipment Maintenance Management*, 14 Feb 2011

AFMAN 91-201, *Explosives Safety Standards*, 12 Jan 2011

AFOSH Std 48-139, *Laser Radiation Protections Program*, 10 Dec 1999

ANSI Z136.1-2007, *Safe Use of Lasers*, 16 March 2007

TAFBI 13-101, *Aerodrome Procedures and Air Traffic Control*, 17 April 2009

TAFBI 21-106, *Foreign Object Damage/Dropped Object Prevention Program*, 13 Feb 2013

TAFBI 21-202, *Munitions Reconciliation Procedures*, 10 Nov 2004

T.O. 1C-5A-33-1-2, *Non-nuclear Munitions Loading Procedures*, AN/ALE-47 (V)
Countermeasures Dispenser System

T.O. 1C-5A-33-1-2CL-2, *Checklist-Non-Nuclear Munitions Loading Procedures*, AN/ALE 47
(V) *Countermeasures Dispenser System*

T.O. 1C-17A-33-1-2-2, *Non-nuclear Munitions Loading Procedures*, AN/ALE-47 (V)
Countermeasures Dispenser System, Non-IRCM Aircraft

T.O. 1C-17A-33-1-2-2CL-1, *Checklist-Non-nuclear Munitions Loading Procedures*, AN/ALE-47 (V) *Countermeasures Dispenser System, Non-IRCM Aircraft.*

T.O. 1C-17A-33-1-2-1, *Non-nuclear Munitions Loading Procedures*, AN/ALE-47 (V)
Countermeasures Dispenser System, IRCM Aircraft.

T.O. 1C-17A-33-1-2-1CL-1, *Checklist-Non-nuclear Munitions Loading Procedures*, AN/ALE-47 (V) *Countermeasures Dispenser System, IRCM Aircraft.*

T.O. 1C-5A-2-1-1, *Cross Servicing Guide for USAF Series C-5A and C-5B Aircraft*

T.O. 11A-1-33, *Handling and Maintenance of Explosives-Loaded Aircraft.*

T.O. 11A-1-46, *Fire Fighting Guidance, Transportation, and Storage Management Data*

T.O. 11A16-43-7, *Storage and Maintenance Procedures Flare, Infrared CM, MJU-10/B and Cartridge, Impulse, BBU-36/B and Simulator IR Flare, MJU-10(T-1)/B*

T.O. 00-20-1, *Aerospace Equipment Maintenance Inspection, Documentation, Policies, and Procedures*

T.O. 00-20-1/AMCSUP_1, *Aerospace Equipment Maintenance General Policies and Procedures*

Adopted Form: AFTO Form 781A, *Maintenance Discrepancy and Work Document*, AF IMT 847, *Recommendation for Change of Publication*, AFTO Form 2426, *Training Request and Completion Notification*.

Prescribed Forms: None

Abbreviations and Acronyms

AFMAN—Air Force Manual

AFOSH—Air Force Occupational Safety & Health

AFPD—Air Force Policy Directive

AMOG—Air Mobility Operations Group

AMW—Air Mobility Wing

AMXS—Aircraft Maintenance Squadron

ANSI—American National Standards Institute

CES—Civil Engineering Squadron

CMDS—Countermeasure Dispensing System

CS—Communications Squadron

EOD—Explosive Ordnance Disposal

FOM—Facilitate other Maintenance

IEC—International Electro-Technical Commission

IRCM—Infrared Countermeasures

RDS—Records Disposition Schedule

LAIRCM—Large Aircraft Infrared Countermeasures

LASER—Light Amplification by Stimulated Emission of Radiation

LOX—Liquid Oxygen

MOC—Maintenance Operation Center

MSG—Mission Support Group

MXG—Maintenance Group

MXS—Maintenance Squadron

OG—Operations Group

OPR—Office of Primary Responsibility

OSS—Operational Support Squadron

PESZ—Primary Explosive Safety Zone

QRC—Quick Reaction Checklist

TACC—Tanker Airlift Control Center

WTQC—Weapons Task Qualification Crew

WTQM—Weapons Task Qualification Manager

Terms

DUD FLARE:—An aircraft loaded flare which failed to function or fire where the ejection end shows NO EVIDENCE of flare material and the weather seal is INTACT. This flare is no more or less hazardous than a normal flare and can be downloaded using normal download procedures.

HUNG FLARE:—An aircraft loaded flare which failed to function or fire where the ejection end shows EVIDENCE of flare material and the weather seal is **DAMAGED or MISSING**. This flare presents a more hazardous condition than a normal flare.

MOBILITY STANDARD COUNTERMEASURES LOAD (MSCL):—A designation used to identify a specific munitions mixture (flare cocktail), determined by mission requirements, that is loaded onto an aircraft.

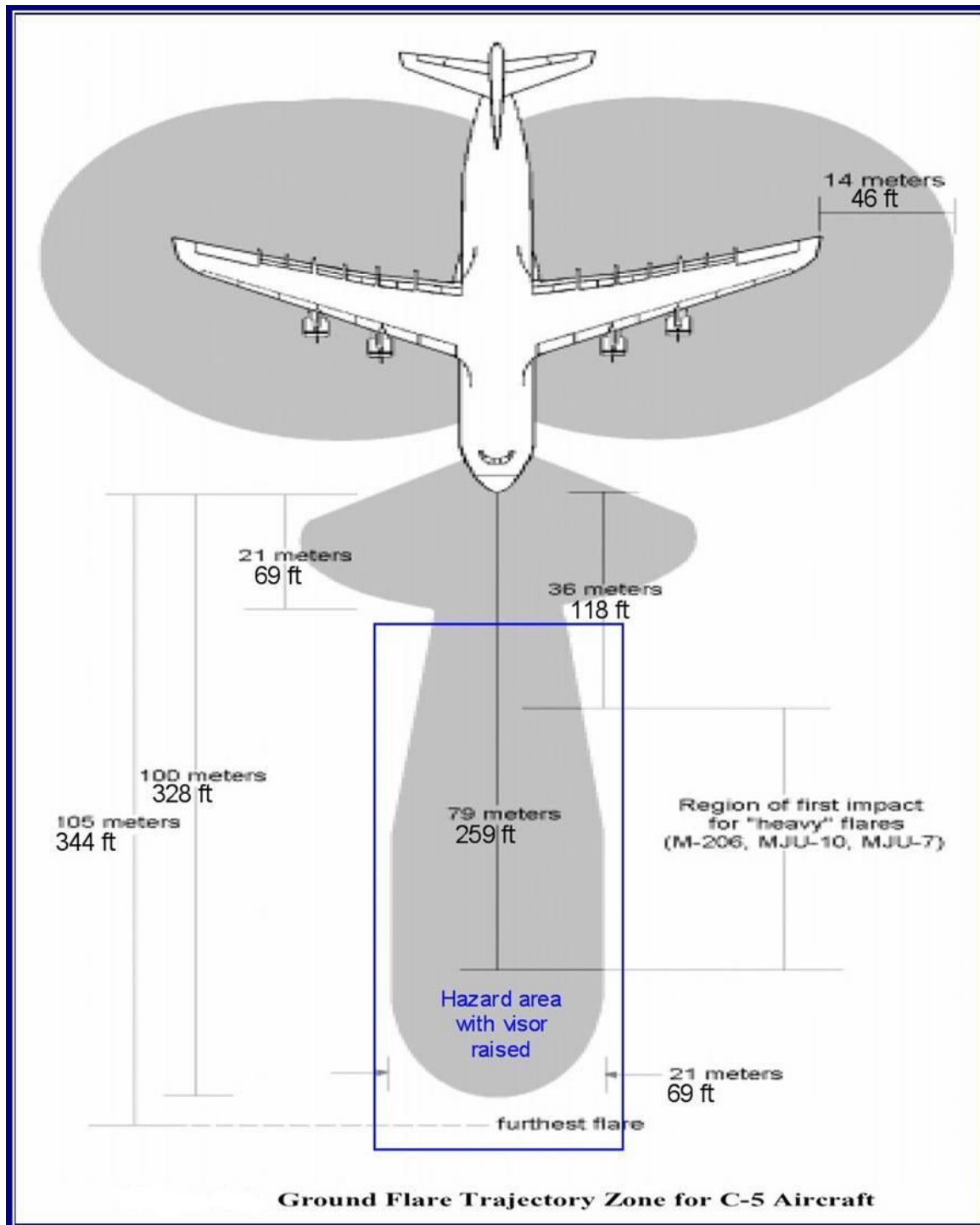
PRIMARY EXPLOSIVE SAFETY ZONE (PESZ):—A marked boundary, using cones, that extends 50 feet in front of the aircraft and continues completely around the aircraft to create an essential- personnel-only safety area during flare load operations.

VISITORS:—Non-essential personnel with limited access to the PESZ. Stop operations when visitors are present.

Attachment 2

GROUND FLARE TRAJECTORY ZONE FOR C-5 AIRCRAFT

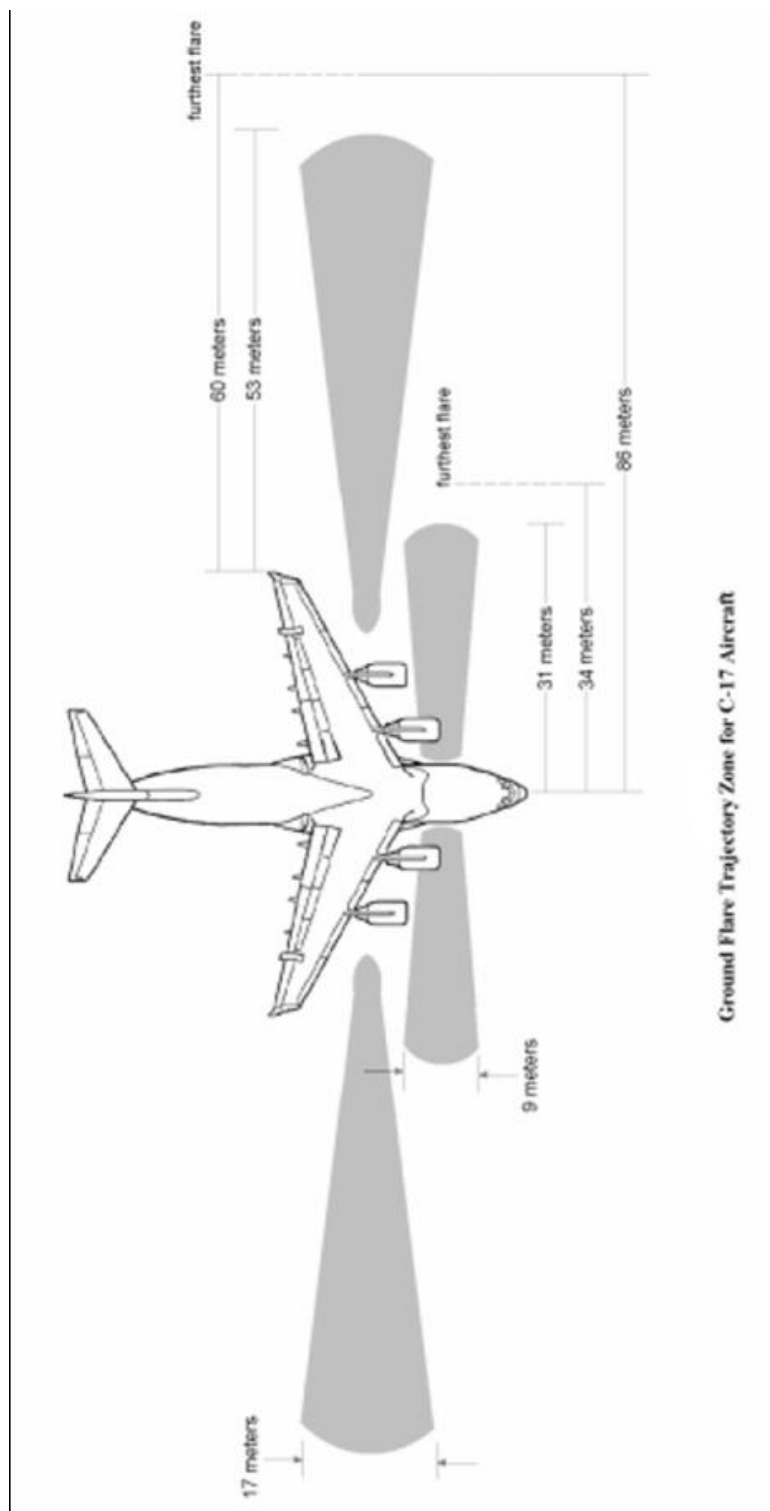
Figure A2.1. Ground Flare Trajectory Zone For C-5 Aircraft



Attachment 3

GROUND FLARE TRAJECTORY ZONE FOR C-17 AIRCRAFT

Figure A3.1. Ground Flare Trajectory Zone for C-17 Aircraft



Attachment 4

AIRFIELD PARKING

Figure A4.1. Airfield Parking Plan

